



Key Enablers to enhancing Asia-Pacific Sea Power

- People
- Leadership
- Standards
- Accountability
- Assessment

Inside this issue:

Commander's Perspective	1
SECDEF Memo on Mishap Reduction	1
FLTASWTRACEN MC Mentorship	2
VFA-195 Safety Newsletters	3
USS Olympia's Inspection Database	3
PSNS & IMF OSHA VPP Star	3
USS John Stennis ARI Reductions	4
VAW-117 Motorcycle Mentorship	4
USS Kitty Hawk – Risk Management	4
WEES – DS Program Update	5
Naval Safety Center Resource	5
FLTCM (SS/SW) West's View	5

COMPACFLT

Safety Newsletter

"Mission First, Safety Always"

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★★★★★ Commander's Perspective

Thus far this fiscal year, the Pacific Fleet has lost 15 sailors to motor vehicle mishaps, 4 sailors to off duty/recreational mishaps, and 3 sailors to operational mishaps. These losses are tragic and significantly degrade the effectiveness of our Navy as an instrument of national power. The Department of Defense and Navy leadership support several important initiatives to develop an effective strategy to reduce these losses:

- In his FY2006-2011 Strategic Planning Guidance, Secretary of Defense Rumsfeld established a new goal to reduce FY02 baseline mishap rates by 75% by the end of FY2008.
- In January of this year, a commitment to imbedding safety in our organizational culture was promulgated by Secretary of the Navy Winter in an ALNAV message (which was quoted in its entirety in our last newsletter).
- The Vice Chief of Naval Operations meets regularly with several senior flag officers to discuss progress

on over two hundred tasks from the Naval Safety Strategy's Plan of Action and Milestones.

- Commanders, Commanding Officers, and Officers-in-Charge are regularly challenged to identify new "Best Practice" initiatives, incorporate mentorship, and engage leadership at all levels, and to actively promote risk management both on and off-duty.
- And finally, this newsletter strives to share successful best practice efforts with the fleet-wide readership.

As Navy leaders, we must renew our commitment to promoting safety in all that we do. Continue to share your experiences and best practice efforts with your shipmates, and with my staff (CPF_Safety@navy.mil) who will ensure widest dissemination of your innovative techniques. Read the memorandum below from the Secretary of Defense, which clearly demonstrates the importance he places on efforts to reduce all accidental loss of life.

Keep the press on, and thank



ADM Gary Roughead
Commander,
U. S. Pacific Fleet



RADM John J. Donnelly
Deputy Commander
U.S. Pacific Fleet



RDML Gary A. Engle
Fleet Civil Engineer
U.S. Pacific Fleet

you for your commitment to safety and for your service to our great Navy and Nation.

G. Roughead
Admiral, U.S. Navy

SECDEF Focus on Reduction of Preventable Mishaps

The following memorandum was sent from SECDEF on 22 June 2006 to the Secretaries of the Military Departments, Chairman of Joint Chiefs of Staff, Commanders of the Combatant Commands, and the Service Chiefs to reiterate SECDEF's strong commitment to mishap reduction.
[Reducing Preventable Acci-](#)

dents

I have set some very specific mishap reduction goals for the Department to achieve. My congratulations to those who are progressing toward their respective goals, but others are not. We must rededicate ourselves to those goals - and achieve them.

Too often we excuse mishaps by citing the difficult circum-

stances in which we operate. We have trained our men and women to operate safely in very trying conditions. There is no excuse for losing lives given proper planning, attention to detail, and the active involvement of the chain of command.

Accountability is essential to effective leadership. I expect all the Department's leaders, from



Secretary of the Defense,
The Honorable
Donald H. Rumsfeld

SECDEF Focus on Reduction of Preventable Mishaps (Continued from page 1)

the Commander to the first line supervisors, to be accountable for mishaps under their watch. We simply will not accept status quo.

If we need to change our training, improve our material acquisition, or alter our business practices to save the pre-

cious lives of our men and women, we will do it. We will fund as a first priority those technologies and devices that will save lives and equipment. We will retrofit existing systems, and consider these devices as a "must fund" priority for all new systems. We can

no longer consider safety as "nice-to-have."

I want to hear what you are doing to improve your safety performance and I want to see the results of your actions."

//S//
Donald Rumsfeld



LT Keith Debban, FLTASWTRACEN MSO at a group pre-ride meeting



FLTASWTRACEN personnel arrive safely at Balboa Park where the Traveling Memorial is to be displayed.



Inaugural riding event for the Command Sponsored ride was to escort the Mobile Vietnam War Memorial along with 4000 other Motorcycle Riders from the San Diego area

FLTASWTRACEN Motorcycle Mentorship Safety Program

FLTASWTRACEN in San Diego, CA. implemented a comprehensive motorcycle safety program, which addresses many of the issues that have arisen in the past months concerning loss of shipmates due to motorcycle accidents. The core of the motorcycle safety initiative at FASWTC is a Mentorship program that is specifically focused towards safe riding practices.

The Mentor program goal is to pair inexperienced operators with experienced ones who ride similar motorcycles to help the new riders gain experience and safe skills. Currently there are five mentors assigned to approximately 75 riders. The program is intentionally designed to target specific riders with minimal experience. This higher risk group comprises the bulk of motorcycle accidents and fatalities throughout the Navy.

Step one of the program is evaluating and classifying the skill level of each rider. Prospective riders fill out a questionnaire that helps identify skill levels and riding preferences. Step two; the mentor will take the protégé out for a check ride to evaluate actual skill level. Once these two steps are complete, the mentor will recommend a skill level to the Motorcycle Safety Officer (MSO).

Riders are categorized at three distinct levels: Novice, Intermediate, and Advanced.

A rider can progress from one level to the next by demonstrating skill improvement to a qualified mentor. Novice riders will then start on a training pipeline designed to help them gain proficiency. They meet with their mentors once a month, and have either road or classroom instruction to complete. Once they reach the intermediate level, they must meet with their mentors only once a quarter and conduct an annual check ride, in addition to any assigned classroom training. When they reach the advanced category, there is no longer a mentor requirement, but they must complete any refresher training assigned by the MSO in accordance with OPNAVINST 5100.12 (series).

The goal is to focus on those inexperienced riders, and give them incentive to work on their skills and proficiency. Each level of skill attained carries with it a certificate and a patch (sewn on their jackets indicating their skill level). The intended consequence is motivating riders to participate in a Motorcycle Safety Program that is both fun and interesting, without being a burden.

FASWTC uses riding events during the workweek to facilitate rider evaluations. The inaugural riding event was a command sponsored ride to escort the Mobile Vietnam War Memorial Wall from Vie-

jas Casino (East of San Diego) to Balboa Park in San Diego. About twenty riders from FASWTC participated in the event, and joined in a group of about 4000 other riders for the actual escort. For some who participated, this was their first ride in a large group environment and it was a great experience. A good time was had by all, and more importantly, everyone completed the event safely. Group rides such as this will give riders a fun way to participate in a controlled environment and allow mentors the opportunity to observe their protégées in action on the road.

The FASWTC Motorcycle Mentor program and developer is LT Keith Debban, who was designated as the Motorcycle Safety Officer (MSO) due to his experience as a rider and his desire to promote the safe riding of motorcycles throughout the Navy. He is assisted by several mentors throughout the command (STGC Peralta, STG1 Pease, STG2 Herrera, STG2 Chambers and OSI Bamburg) who comprise the core group of mentors at FASWTC. The program is open to any military member or DOD civilian who falls under OPNAVINST 5100.12(s). For additional information about the program, please contact LT Debban at keith.debban@navy.mil or (619)524-5662

VFA-195 Safety Newsletters

Strike Fighter Squadron 195 (VFA 195) has been distributing monthly newsletters entitled "Chippy Safety Gazette" which has been well received by the crew. The newsletters feature a Commanders Corner and a Safety Officers message, along with safety tips, ORM application use, off-duty tips, etc. What really makes this news-

letter stand out is a feature called "HAZREP of the Month" which is used to stimulate crew discussion. The article starts off with a descriptive scenario, followed by analysis of the event, and finally recommendations to prevent recurrence. HAZREPS used relate directly to their operation so the sailors who read these learn about

undesired events that are happening on their aircraft. The newsletter also features short articles and uses interesting clipart to make it an interesting read. You can obtain a current sample of their latest newsletter by sending an e-mail to their Safety Officer, LCDR Richard Rivera at Richard.Rivera@cvw5.navy.mil



The "Dambusters" monthly "Chippy Gazette" is an important tool to communicate risk management efforts.

USS Olympia Zone Inspection Database

Instead of using paper copy zone inspection sheets to document zone inspection discrepancies, USS Olympia implemented use of an Access Database that the crew can input and track zone inspection discrepancies from cradle to grave. Use of the Access database allows the user to filter

the results in a variety of ways, enabling them to display outstanding, corrected, and overdue items. Another added benefit is that this database allows the administrator to track an inspector's progress, similar to the reporting Seniors average in the fitrep system, thus allowing review of the

type of discrepancies being found. This is a great tool for tracking deficiencies as well as tracking the time a discrepancy remains uncorrected, and it automatically flags long-standing discrepancies for action. For additional information, contact the Chief of the Boat, MMCMS Henry G. Schwind at (808)474-8094 or e-mail : schwinhg@olympia.navy.mil



To obtain a copy of the database program, contact the POC or download a copy at http://www.safetycenter.navy.mil/bestpractices/afloat/downloads/Olympia_zone_inspection.mdb

PSNS & IMF, Bremerton acclaimed as an OSHA Star!

On April 12, the Occupational Safety and Health Administration presented Puget Sound Naval Shipyard and Intermediate Maintenance Facility with their highest level of recognition for safety and health excellence. Thousands of PSNS & IMF personnel gathered outside, on the main thoroughfare within the Shipyard, to celebrate, listen to speakers, and raise the symbolic Voluntary Protection Program Star Site Flag.

Of the approximately seven million workplaces regulated by OSHA, only 1,300 can call themselves Star Sites. PSNS & IMF is the second largest facility in the U.S. to receive such prestigious recognition from OSHA. "It has taken a lot of teamwork," said Captain Dan Peters, PSNS & IMF Commander. "I am impressed with

and proud of the way Shipyard personnel, labor organizations, and management have come together to make the vision of a safer Shipyard a reality."

Mr. Richard Wright, Jr., Acting Deputy Assistant Secretary of the Navy (Safety) praised PSNS & IMF personnel for staying the course to aggressively address one of the Department of the Navy's top objectives, to emphasize safety. He explained, "To reduce the risk to the Navy and Marine Corps team will increase mission effectiveness." Wright also explained that PSNS & IMF has set the example of an effective Safety Program, which is spreading throughout the whole Navy and Marine Corps team.

OSHA recognized PSNS & IMF for many best practices such as the VPP Passport for

employees, its Fall Protection Program, and the increased frequency of formal safety inspections. Since 2002, PSNS & IMF has reduced injuries by 56 percent. "The Puget Sound Naval Shipyard is a complex operation," stressed Mr. Steven Witt, Deputy Assistant Secretary of Labor for Occupational Safety and Health. He explained, "It is remarkable to see that your three year average injury rate is 42 percent lower than the industry average." Witt, impressed by the example set by PSNS & IMF, attributed this success to the leadership at the Shipyard. "It is especially reassuring to know that the management and union leadership here today are supportive and will continue to make safety a priority," said Witt.



Raising of the VPP Star Site Flag at PSNS & IMF, signaling the completion of this historic milestone



PSNS & IMF Workers in support of the VPP Star Site Achievement

USS John Stennis Positive Reinforcement Program

A Positive Reinforcement Program (PRP) was used throughout a Dry-Docked Planned Increment Availability period. It was a very motivating tool in order to encourage the Sailors to make the right decision when alcohol was involved. The departmental DAPAs and the program coordinator distributed "Right Spirit" information and constantly stressed the consequences and repercussions of alcohol-related incidents (ARI), reminding the crew how alcohol-related incidents can end a career. Beginning on a specific day, all departments started with a clean slate: zero alcohol-related incidents. Progress was tracked and accessible to everyone on the intranet by department, showing the number of consecutive days since the last alcohol-related incident. To

make it fair to the larger departments, smaller departments were combined to level the playing field. Incidents include DUIs, underage drinking, and drunk-and-disorderly conduct. Each incident restarted the department's counter. For the departments that didn't have an ARI, the following rewards applied:

- 30 consecutive days with no ARI meant 72 hours special liberty (Friday – Sunday)
- 60 consecutive days with no ARI meant 96 hours special liberty (Friday – Monday)
- 90 consecutive days with no ARI meant 96 hours special liberty (Friday – Monday) and a special MWR event.

Overall results was that this was a



very successful program. Adding to the success was the coupling of a "free ride" program that had the duty driver pick up sailors with the only concern being that they arrive back to the ship safely. The Stennis leadership was pleased with this program as the ARI's were significantly reduced. While this was initially instituted during an availability, plans to implement this program during other periods are currently in the works. For additional information , contact QMCS Lawson at LAWSONE@stennis.navy.mil

VAW-117 Motorcycle Mentorship

To promote motorcycle safety VAW-117 has instituted a motorcycle mentorship program. Currently, they have three senior enlisted personnel and one officer who are riders and act as mentors for those younger Sailors who either currently ride a motorcycle or plan on buying one. Each mentor rides either a sport bike, dirt bike, bike with a side car or a traditional cruiser such as a Harley.

When a Sailor is thinking about buying a

motorcycle, one of the mentors (depending on type of bike) will mentor that Sailor on the specifics of what to consider when buying a bike such as safety training, power, handling and general safety issues. The mentors have also gone to the dealership with first time riders to make suggestions on what type of motorcycle they should buy. The mentor will also go riding with the Sailor to see how he handles the motorcycle.

Intrusive leadership makes this program work. As the weather gets warmer and gas prices increase, the "Wallbangers" are finding that there is an increase in Sailors who are considering buying a motorcycle. They've also found out that not all will tell the leadership what their plans are, but by paying a little closer attention to what is said on the deckplates and looking around the parking lot they find out who is a new rider.

USS Kitty Hawk –Practicing Risk Management

During the March 2006 CNAF force-wide O-6 VTC, one area of focus was the importance of the entire crew understanding ORM processes and principles. Onboard KITTY HAWK, Captain McNamee at every opportunity asks the crew to consider three questions any time they embark in work that is unfamiliar to them, work that could be dangerous and activities they may engage in on liberty. The questions are:

- How can I screw this up?
- How can I keep from screwing this up?
- If I can't keep from screwing this up, who do I tell?

A recent stand-down directed at per-

formance enhancement included scenarios revealing how people cannot identify levels of intoxication that would result in a DUI arrest. Following the scenario, the skipper engaged the crew in a discussion driving home the point that he would be responsible if something went wrong, since he had sanctioned the event. He again asked, "How could I have screwed this up?" They came back with the right answers. He then asked the second question. In the middle of their responses, it was clear that they realized what ORM was and how readily and easily it can be implemented. The chain of command received a great deal of feedback from the khakis and crew about that session. The ship will keep using that format to drive home the principles of ORM. These three questions put the ORM concepts into a context that is



USS Kitty Hawk, the oldest deploying U.S. warship, is the only carrier to be forward-deployed to Japan. U.S. Navy Photo

much easier to understand and implement than the risk matrix chart; the goal being command wide awareness and use of the process. The third question may be the most important. Two-thirds of the crew are either less than 25 years old or E-4 and below. This question encourages the junior Sailor to ask for help. Getting a chief or someone more knowledgeable involved is likely to stop a chain of events that could lead to a mishap. POC is CDR James F. Koeltzow at koeltzj@kitty-hawk.navy.mil

WESSION DS Program Update

Contact us:

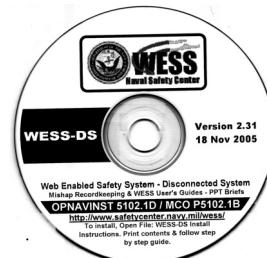
COMPACFLT C/N01CE2
250 Makalapa Drive
Pearl Harbor, HI. 96860

Email:

CPF_Safety@navy.mil

Norfolk, Va. -- The Naval Safety Center has recently identified a serious problem with the CD-ROM version of the Web Enabled Safety System - Disconnected System (WESSION DS) 2.3.1. As a result, they are urgently recalling all CDs containing this version of WESSION DS. If you are a user of WESSION DS, we request you assist in ensuring that it is immediately removed from all your computers and that you return the CD & any back-up copies of this CD via traceable

means immediately to: Naval Safety Center, 375 A Street, Norfolk, VA 23511. For those Commands identified as WESSION DS users, you will be receiving a new CD shortly with a corrected version of the program and an envelope to mail back the recalled CD. Please give this your personal attention to ensure correction of this serious problem. The Naval Safety Center POC is LT McFarland, (757) 444-3520, ext. 7047, DSN 564



WESSION DS Version 2.31 that is being recalled and replaced with a new version by the Naval Safety Center

Naval Safety Center Resource

With so much effort being focused on ensuring the safe return of our shipmates from leave, off-duty events, and on creating a safe working environment for all, the Naval Safety Center has designed their website to be a one-stop shop for information. Items found on the website range from lesson plans and monthly training topics, to databases for entering mishap information and resources for Operational Risk Management training (ORM). Some of the most visited pages include the "photo of the week" featuring unlikely approaches to task completion, as well as the Naval Occupational

Safety Health and Environmental Training Center (NAVOSHETC) page featuring Navy safety training opportunities.. This summer, all commands were directed to use the "24/7" Operation Summer Force Preservation" page to aid them in minimizing mishaps during the critical days of summer period. The safety center did the work, all commands have to do is implement some of the tools!

One page worth visiting is the Best Practices page featuring many of the original ideas submitted to COMPACFLT, as well as a number of other innovations that have

reduced the likelihood of mishaps. The real benefit to this page is that many times there are points of contact that serve as a resource should you be developing a similar program. Simply type in <http://www.safetycenter.navy.mil> to learn more.



FLTCM View

Safety....A priority

Aloha Warriors! My second article for this publication. As Sailors we often work in a very demanding and dynamic environment where Safety and Operational Risk Management (ORM) has to be at the forefront of everything we do. We routinely operate in an environment where mistakes can cause loss of lives. Whether you're underway conducting refueling operations or off-duty water skiing you need to take a few minutes to assess what are the risks associated with the event you are about to conduct and to think what could go wrong.



FLTCM(SS/SW) Rick West

Too many times we fall "behind the power curve" and time is a factor. When we do this we have just put ourselves in an environment where safety could be put on the backburner. We can't afford to this. Never overlook safety in the essence of time to push the event forward and get started. Safety always has to be a priority!

One of the things I used to tell

the Warriors of the USS PREBLE (DDG-88) is "slow is fast" don't rush things, if you do you will most often invite disaster. If you take one thing from this article I would ask you use the Navy's Safety Website. The website provides a wealth of outstanding information and products for use.

Keep up the great things on the deck plates, you are working hard! Ensure you work Safe! No evolution, no matter how many times you have conducted it should be looked at as routine.

HOO YAH

Fleet